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SUBJECT: CESSNA 210 FLT OPNS AND MULTIPLE CURRENCY

- 1. I HAVE REVIEWED ALL OF THE OLD CABLES, NEW CABLES, REGS. INFORMAL DISCUSSIONS, ETC., THAT HAVE OCCURRED OVER THE PAST YEAR AND FEEL THAT PERHAPS INSTRUCTIONS WERE NOT AS CLEAR AS THEY MIGHT HAVE BEEN; THEREFORE, WE WILL START FROM SCRATCH.
- 2. UNTIL FURTHER NOTICE, ALL PILOTS STATIONED AT DET G, UNDER YOUR COMMAND, INCLUDING YOURSELF, MAY BE CURRENT IN ONLY TWO AIRCRAFT.
- 3. FOR THE PURPOSE OF THIS COMPUTATION, THE CESSNA 210 is to be included as if it were a usaf aircraft. (If a Pilot flies the cessna 210, he can be current in one other aircraft).

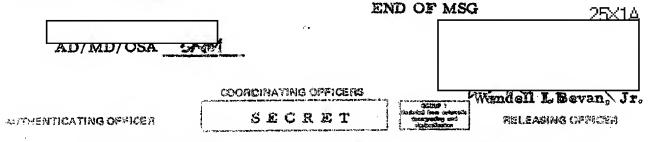
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4. THE ONLY EXCEPTION TO THIS POLICY WILL BE THAT

WILL BE ALLOWED TO CONTINUE AS THE CESSNA 210
INSTRUCTOR PILOT UNTIL APPROXIMATELY I NOV OR UNTIL SUCH
TIME AS ANOTHER CESSNA 210 IP CAN BE TRAINED.

- 5. FLYING HOURS REQUIRED FOR ALL AIRCRAFT AT DET G
 WILL BE AS INDICATED IN THE PHD 50-10-2. (WAIVER WILL NOT BE
 GRANTED FOR THE CESSNA 210; I. E., CESSNA 210 PILOTS WILL FLY A
 MINIMUM OF 25 HOURS EVERY SIX MONTHS.)
- 6. AFTER REVIEW OF THE IMPACT OF THIS DECISION ON YOUR OPERATION YOU MAY FEELTTHAT YOU DO NOT WANT TO KEEP THE CESSNA 210 AS THERE ARE TOO MANY TYPES OF AIRCRAFT TO OPERATE. IF THIS IS TRUE, I WILL SEE ABOUT EXANSFERRING THE CESSNA 210 ELSEWHERE.



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